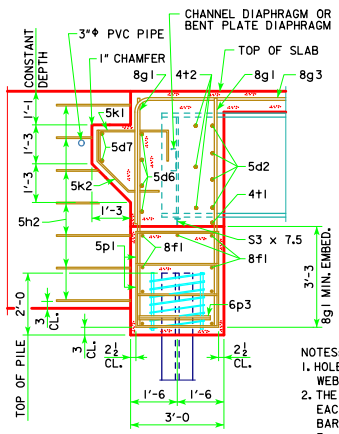


PART REAR ELEVATION AT ABUTMENT

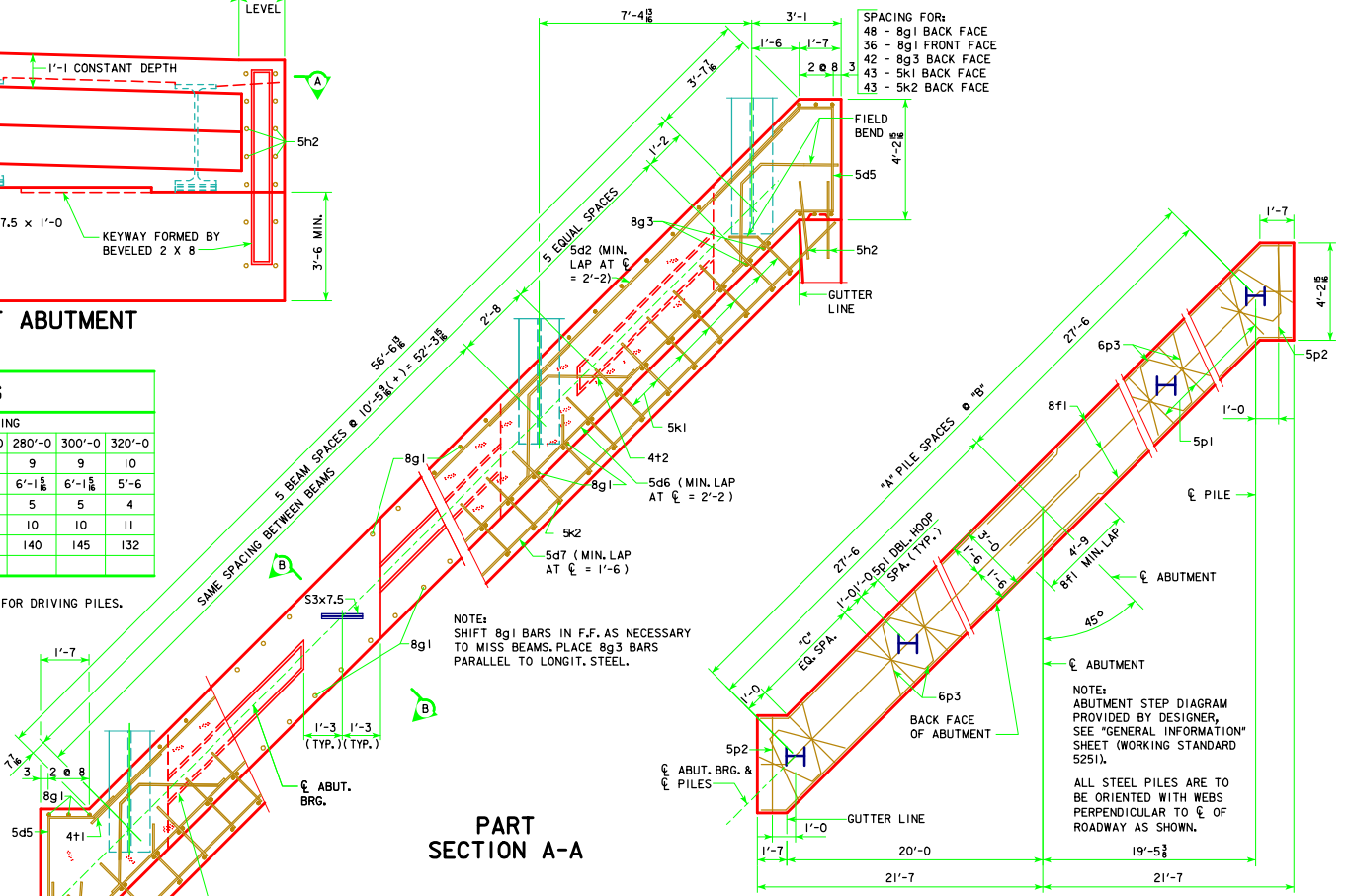
DIMENSION OR NO.	℄ TO ℄ ABUTMENT BEARING								
	160'-0"	180'-0"	200'-0"	220'-0"	240'-0"	260'-0"	280'-0"	300'-0"	320'-0"
"A"	8	8	8	8	9	9	9	9	10
"B" (FT-IN)	6'-10½"	6'-10½"	6'-10½"	6'-10½"	6'-11"	6'-11"	6'-11"	6'-11"	5'-6"
"C" EQUAL SPACES	5	5	5	5	5	5	5	5	4
NO. OF PILES PER ABUT.	9	9	9	9	10	10	10	10	11
PU ₁ STRENGTH I DESIGN LOAD (KIPS)	124	129	135	141	130	136	140	145	132

NOTE: HP 10 x 57 STEEL BEARING PILING REQUIRED.
 NOTE: PU₁ STRENGTH I DESIGN LOAD (KIPS) IS NOT THE VALUE USED IN THE FIELD FOR DRIVING PILES.



PART SECTION B-B

NOTES:
 1. HOLES DRILLED THROUGH BEAM WEB FOR 5d2 AND 4t2 BARS.
 2. THE SPIRAL AT THE TOP OF EACH PILE TO BE 7 TURNS OF No. 2 BAR, 2½" DIAMETER, 3" PITCH WITH 3 - 1½" x ½" x ¼" SPACERS PUNCHED TO HOLD SPIRAL.



PART SECTION A-A

ABUTMENT NOTES:

MINIMUM CLEAR DISTANCE FROM FACE OF CONCRETE TO NEAR REINFORCING BAR IS TO BE 2" UNLESS OTHERWISE NOTED OR SHOWN.

IF NECESSARY TO PREVENT DAMAGE TO THE END OF THE BRIDGE DECK OR BACKWALL FROM CONSTRUCTION EQUIPMENT, AN APPROPRIATE METHOD OF PROTECTION APPROVED BY THE ENGINEER SHALL BE PROVIDED BY THE BRIDGE CONTRACTOR AT NO EXTRA COST TO THE COUNTY OR STATE. ABUTMENT PILES SHALL BE DRIVEN TO VALUES SHOWN IN DESIGN PLANS.

PLACE 5h2 BAR AT 1:6 SLOPE TO MATCH TRAFFIC SIDE OF ABUTMENT WING FACE. (BOTH SIDES TYPICAL)

BARRIER RAIL NOT SHOWN IN DETAILS.

IF ROCK IS CLOSER THAN 15' BELOW ABUTMENT FOOTING, SPECIAL ANALYSIS MAY BE REQUIRED.

SPACING FOR:
 48 - 8g1 BACK FACE
 36 - 8g1 FRONT FACE
 42 - 8g3 BACK FACE
 43 - 5k1 BACK FACE
 43 - 5k2 BACK FACE

ABUTMENT PILE PLAN

LATEST REVISION DATE		STANDARD DESIGN - 40' ROADWAY, 3 SPAN BRIDGES
		ROLLED STEEL BEAM BRIDGES
		OCTOBER, 2014
 APPROVED BY BRIDGE ENGINEER	ABUTMENT DETAILS 45° SKEW	RS40-015-14